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HITE & SHOTWELL, Prop's

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WALL PAPER.

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SEALED PROPOSALS WILL BE REsixty days from date (February 10, 1872), for
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on the northeast corner of Madison and
Second streets, Sixto feet. The same must be
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Tarms cash, or approved sixty days note.
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E. WHITMORE.

RATES OF ADVERTISING IN WEEKLY.

according to the space occupied, at above rates—there being twelve lines of soil at type to the inch.

Notices in local column inserted for twenty cents per line for each insertion.

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all hills for advertising are due when con-tracted and payable on demand. All letters, whether upon business or other-wisa, must be addressed to.

Bunnerr's Kalliston neutralizes the

poisonous bites of mosquitoes and other assets, and is a sure preventive.

SPEECH OF

HON. ED. GRAY,

of Scott County.

Delivered in the Missouri House of Representatives March 7, 1872, on the Bill to Frevent Corporations Discriminating Against Steam-boats, and from Imposing Tou-ange Tax Upon the Same.

Mr. SPEAKER: Having introduced

less of deaths and marriages, twenty per line.

E. WHITMORE, Publisher and Proprietor.

THE PUBLIC LEDGER IS PUBLISHED

The Puntic Language is served to city subscribers by faithful carriers at FIFTKEN CENTS PER WERK, payable weekly to the carriers By mail (in advance): One year, \$5; six months, \$4; three months, \$2; one month. 5 cents. Nawsdealers supplied at 2% cents per copy. The steamboats and other water craft, as common carriers, are the best friends of the producer and the merchant, for Weekly Public Ledger, Published every Tuesday at \$2 per annum (in divance); clubs of five or more, \$1 50. Communications upon subjects of general nterest to the public are at all times accept-

freights before navigation on the Ohio, Mississippi and Missouri rivers was suspended by the ice, and what they were during the suspension, and then say which are the best servants of the people of Missouri as public carriers, steamboats or railroads? cted manuscripts will nor be returned. RATES OF ADVERTISING IN DAILY.

Compare St. Louis before the break up of the ice and immediately after; before business was nearly suspended, all rail-roads, running to and from, could not convey the one-tenth of merchandise; but just as soon as the river opened all was life and enterprise, numerous boats and barges were loaded in a day and dispatched for the different points on the Ohio from its mouth to its source, for New Orleans, Memphis, Vicksburg, Red, Arkansas, White and Ouachitarivers. The breaking up of the ice in the Missouri at this point was hailed by a part of the members of the General As-

sembly by expressions of joy and thank-fulness; a great burden seemed to be lifted from their shoulders, one indi-vidual remarking that now be could get his grain and meat to market at fair rates. Well might he say that, and truthfully, too, for when navigation is suspended the rates of freight rise to over dcuble. This action on the part of railroads is just the reverse of what it is on the river—the more freights there are moving on the river the more competition, and consequently the less th rates. So, also, the higher the water the less the rates; as the river falls the carrying capacity of the boats decrease; and necessity then compels them to in-crease their rates. This happens, how-ever, at that season of the year when little, if any, produce or merchandise is moving, and therefore, works no hard-ship or imposition upon the public. But the railroads, when the amount of their

freights increase, increase their rates, so that when they have no steam-boats to compete with, the amount of freight increases beyond their capacity the bill for which the committee have offered a substitute, it becomes my duty to give some reasons why I think the bill should become a law. The bill, sir, needs no elaborate elucidation, even if I to carry, and their rates correspondingly beyond the capacity of those who desire to purchase. And who receives the bene-fit? Not the producer or manufacturer, not the merchant, not the city in genewere qualified to so present it. It is simple in its nature, plain in its provi-sions and justin its intentions. It is, perupon the navigable rivers of the Missistopi valley, that nearly every city and town situated upon their banks charge exorbitant rates under the name of them.

PRINTING HOUSE,

This, sir, is no highfaluting and overevery steamboat landing at such cities or towns. So great has this abuse be come in many cases, that some of the different departments of these municipal corporations are maintained out of cipal corporations are maintained out of the city of St. Louis. Truth is mighty and will prevail, and I know whereof I these unjust collections made from and will prevail, and I know whereof I benefit of railroads—one to pay Mr. steamboats. And further, it is believed speak. I have said that this wharfage Thomas Allen one million dollars; the this tax is illegal. The tenth section of the first article of the constitution of the Community a pay for that in which the United States says: No State shall, all derive a benefit; and whether it comes by many eminent men and lawyers that or tonnage tax is both unjust and wrong. without the consent of Congress, lay any duty on tonnage."

These corporations certainly have no powers other than those granted by the cannot grant the power which is denied it. These charges, call them what you may, are in the nature of a duty on tonnage in the public carrier should be taxed a tonnage it. These charges, call them what you may, are in the nature of a duty on tonnage. Again, these wharves, or public land agg; in no particular differ from any public street of the city or town in any public street of the city or town in any public street of the city or town in the power which is desired any public street of the city or town in any public street of the city or town in the power which is desired any public street of the city or town in any public street of the city or town in the power to the power to the whether it comes back in any manner or not to the water of the water of the whole of her life cannot possibly lay more than 600 eggs, which, in the nature afterwards pay exerbitant rates of freight and passage; give millions a particular differ from the nature of a duty or tonnage.

Again, these wharves, or public street of the city or town in any public street of the city or town in the natural number of not to the water of the water of the city or town in the natural number of not to the water of the water of the city or town in the natural number of not to the water of the city of each of the whole of her life cannot possibly lay more than 600 eggs, which, in the natural course, are distributed over nine afterwards pay exerbitant rates of freight and passage; give millions a pay exerbitant rates of freight and passage; give millions a pay exerbitant rates of freight and passage; give millions a pay exerbitant rates of freight and passage; give millions a pay exerbitant rates of freight and passage; give millions a pay exerbitant rates of freight and passage; give millions a pa DOOKS BOUND AND MANUFACTURED, the first article of the constitution of the community a pay for that in which the country, the Eastern market no texcepted in quality or price.

s seldom or ever applied to case and be ci'ed where three, cussed. Suppose the railroads were Cases can be ci'ed where three, cussed. Suppose the railroads were described again five thous and dollars is compelled to charge no more for freight four, and even five thourand dollars is compelled to charge no more for freight collected, and not fifty dollars expended to non-competitive points, how long do on the landing. I am cradibly informed that the city of St. Louis collects from seventy to one hundred thousand dollars a year for the privilege of water-craft landing at the extension or end of her landing at the public streets, and conveying merchandise to and from her markets. The same amount of merchandise may come in over any other portion of her public streets, by wagon or railroads, and no collections are made. The same remarks apply to all other places that exact this unjust tax. Let me instance a case, the heads of railroads is not the case with steamboats; the heads of railroads is not the case with steamboats; the heads of railroads is not the case with steamboats;

apply to all other places that exact this unjust tax. Let me instance a case:

A railroad is engaged as a public carrier, say from Jefferson City to St. Louis; a steamboat is engaged in the same manner. The railroad not only remained to enhance their ceived a large amount of money to aid the construction but is permitted to

wagons carrying freights to and from the boats over this landing.

Why this unjust discrimination? Is it because steamboats carry freights and passen; gets better and cheaper, and there by compellatiroads to reduce their rates? Is it because they are the best friends.

Is it because they are the best friends, as public carriers, of the producer and the iverchant? It certainly looks like it. But such is not the case. It is because having first boan exacted and quietly acquiesced in, municipal corpor ations have got to believe they have the right to impose this tax without ever and no wharf which the tax interfered to bridge the river, pass under without constructing their cars taxed for the producer and their cars taxed wharves; can now contemplated to build another bridge of the navigation of the Mississippi, and endanger the lives and property of steamboattmen, all for railroads.

Why sir, they even expect to bridge the Hissistippi at Cape Girardeau; but, a railroad company to build an elevator at a point on the wharf which the tax

LARGEST CITY CIRCULATION.

answer is, there are two ways, the first of which is the right way, and that is by general taxation for that purpose. The second method is that provided for in fair price, even for the saving of time they carry his merchandise to market in second method is that provided for in fair price, even for the sebetter shape and at less rates than any this bill, which is to grant a certain portion of the waarf to the owner or owners. I pay high rates of freight

that Missouri has abolished the infamous wharfage tax, they too, will follow suit; and then the immense sums paid by our citizens to other States as wharfage, will be invested in our State in different ways, and I have every reason to believe in the building of iron steamers are the state and the state in the state. I even fear the result of this bill. Steamboatmen will yet awake to their true position, and you will then lind among them men emineutly qualified for any position, either in the State

should not only develop our mineral resources, but encourage manufactories and foster commerce. We need railroads to open up our State and bring to our metropolis the produce of her soil and the wealth of her mines, and then by the aid of our mighty rivers to scatter them over the face of the earth. A glorious future awaits Missouri, but it fore this honorable body, asking for assistance to develop the resources of our aistance to develop the resources of our will not be hastened by exacting an unjust tax from her marine interest. Mem- State, that we will not lose sight of thi bers will her in mind that this bill asks measure, which to the State and to the

for no appropriation, it only asks for re-lief, it takes nothing that rightfully be-longs to any one away from them; it which to the steamboats is a matter of rather seeks to equalize matters for those serious pecuniary consideration. It is who live on railroads by natural and a measure which, if adopted by the healthy competition; it tends to develop State, will be certain to be adopted by the resources of our State and to build other States, and then immense sums and give encouragement to iron manufacturers and mechanics. Steamboats, though they cannot, like railroads, pay taxes to each county, yet they go as far in proportion to supply the revenue of the State.

To conclusion, sir, I have only to say, that I am sorry this subject has not fallen in other hands better able to pre-

There are now two important bills before the General Assembly for the other for the State to give eighteen milmay. Again, these wharves, or public name. Again, these wharves, or public street of the city or town in any public street of the city or town in any public street of the city or town in any public street of the city or town in the Ohio, Mississippi and Missouri rivers which they are active the same manuer, paved in the same way, opened for similar purchases, free to public transit. Yet, unposes, free to public transit. Yet, under a pretense of maintaining them for a specific purpose, 'sey afford a cover of specific purpose, 'sey afford a cover which is seldom or ever applied to their which is a fact particles. Ninth year, to take the totax steamboats for the totax steamboats for the no other compensation than that de-rived from the accommodation of having a railroad. Homes around which have clustered the happy memories of childhood have been rained, even the sacredness of the graves of loved ones have been violated, farms divided in twain, cutailing on the poor, hard working owner an extra expense for fencing

they will land at our towns and farms wherever the water will permit, go out of the course of the regular among dangerous snags and breaks, over shoal bars, and through intricate anot but be channels to accommodate the producer, their actions the merchant, manufacturer, and to renmanner. The railroad not only and ceived a large amount of money to aid individual interests, I cannot but do ceived a large amount of money to aid individual interests, I cannot but do ceived a large amount of money to aid individual interests, I cannot but do ceived a large amount of money to aid individual interests, I cannot but do ceive from railroads; on every occasion that will permit, and der efficient the commercial interest of our State. No such accommodation do cater to the accommodation of railroads; you cater to the accommodation of railroads. Dealers in—

WAILL PAPER

And Window Shades.

Second street, Men phis, TennSize Second street, Men p

> ations made got this tax without ever at a point on the wharf which the tax ture has so plainly indicated the place as taking into consideration the justice of collected from the steamboats as wharf she has, near the ancient city of Thebes taking into consideration the justice of the act. Steamboatone have always believed that they had no right to pay this charge. Yet, under petense of paying for this damage, which they did not into the realroads, the privilege has been granted them to bridge our rivers, there and burdensoine that they are willing to nay for the part of the landing which they use by keeping it in repair, if by so doing there will be some limit to this are free to all; competition is open at all times. Not so with railroads. Au

the city or town has no right to derive revenue from steamers or other vessels in this manner. That for every improvement and its repair, the city or town should pay for the same by general tax ation, and in which they, as citizens, do not hesitate to acquiesce in. There is discrimination between public carriers, they are the public servants and should be a treated aike. But here we find that there is discrimination, not only unjust, but wrong in its application. The steamboats and other water craft, as common carriers, are the best friends of the producer and the merchant, for

tion of the wharf to the owner or owners of a steamer, providing they kept that portion in repair. The first is just; the second is not wrong because it is a voluntary act and for a special consideration. The first is post; the second is not wrong because it is a voluntary act and for a special consideration. steamboat property is taxed for railroad purposes; why should not railroads
be taxed for steamboat purposes?
Should this bill become a law as it justly
should, while it may take from the towns
and cities of the State situated on the
Missouri and Mississippi rivers an unjust revenue, it will bring to the State
more than they lose, and to St. Louis in
particular; for when other States learn
that Missouri has abolished the infamous
wharfage tax, they, too, will follow suit: and barges, thereby, in a short time, giving the people of this State a farther reduction in freights and passege, so essentially necessary to its prosperity—in the first place that she may get her immense iron deposits and the productions of her soil to market, and receive bars and snags, and other destructions that of other States in return, enabling that so beset her, until she shall enter upon the broad sea of prosperity,

iron for this country, and, perhaps, turn the tide to the shores of the old world.

We are all, I trust, interested in the progress of the State, and in her progress we desire her to be successful; in looking for the means to further our anticipations we do not all see alike. We should not only develop our mineral resources, but encourage manufactories. sistance to develop the resources of

a new system of steamers and barges, that now go to add to the wealth and

sent it than I can.

Number of Eggs in a Hen.

rium of a fowl is composed of 660 the time of purchase ovules of eggs; therefore a hen during Twenty Thou

ble to keep hens after the fourth as their produce would not pay for their keeping, except when they are of a valuable and scarce breed .- G. K. Geyelin

William Nicol Burns, the second of the three sons of Robert Burns, who alone of his six children survived infancy, and the last apreiver of those three, has died at his residence at Cheltenham, England in his eighty-second year, having been born on the ninth of April 1791. Like ones his younger brother, James, who died in November, 1865, William was an officer in the East India Company's service, from which he retired, after fulfilling his term of service, nearly thirty years ago.

SHIRTS.



WHO HAS NOT BEEN ANNOYED WITH bad-fitting Shirts? We have been trying for a long time to obvious the difficulty and meet the domand, and in bringing the HOME-MADE SHIET before the public we HOME-MADE SHIET before the public we feel confident that we have met the demand and removed the difficulty, and for Comvort, make and active, the Mome-Made Shift is without a rivat.

We have fully tested lie merita during the past two years, and it has given saying saying racrion where others have failed, and we are confident that a full trial will convince the most fastidious of the truth of the above statement.

statement.
A complete assortment of the Shirts always in stock, open fronts or backs, for studs, evelets or buttens.

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We make to measure the HOME-MADE SHIRT, in any style desired, and Granantas ENTIRE ARTISPACTION IN STREY CASE. Try The Home-Made Shirt. JOHNSTON & VANCE. 305 Mata Street

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March, 1872.

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isome gift with every ticket at Twenty Thousand Presents! A book with one ticket; a watch with five lickets; a sewing machine with twn tickets, given at the time of purchase. Tickets, with

premiums, sent to any Express office. C. O. D. GRAND OPERA COMPANY.

125 Fulton st., New York.

Subscription book now open at E. A. BENSON'S Music Store. W. S. MITCHELL, Agent for Memphis, Ten

TAXES. FINAL NOTICE

-To-

TAX-PAYERS.

OFFICE STATE AND COUNTY TAX COLLECTOR. SEPLEY COUNTY.
MEMPHIS, TANN., March 9, 1872. az The Condemnation List of

property, for Unpaid Taxes for the Which are now offered to the public, are pro-nounced by all the celebrated Opticians of the world to be the property, for Unpaid Taxes for the and judgment will be taken at this

Parties who derire to save cost

No other notice will be given.

WILLIAM MCLEAN, State and County Tax-Collector. AUCTION.

LANIER & CO.'S **PUBLIC SALES OF REAL ESTATE**

TRUST SALE A Valuable Tract of Lund, in helby county. Tenn., con-taining One Hundred and Ninety-Two Acres.

BY VIRTUE OF A DEED OF TRUST made to me by H. W. Loving, dated February 14, 1871, and recorded in Register's office of Shelby county, in book 79, page 535, said deed to secure certain indebtodness therein doscribed, and which is due and unpaid, I will, as such trustee, on

Thursday, 28th day of March, 1872, between the hours of H and 12 a.m., at the southwest corner of Madison and Main streets. Memphis, Tenn., proceed to sell for each, to the hubbest bidder, the following lot or parcel of land, lying in the centry of Shelley and State of Tennessee, in Dirries No. 12, being the northeast part of the east half of section two (2), township one (1), in range seven (7) west, containing one hundred and ninety-two (192) acres of land being the smire which was attached and apportioned to S. W. Boyer and Susan J. his mile, in a division of the land given by Isane Wilbern in his will to the said S. W. Boyer and wife and one W. H. Allen, between them and said Allen, by commissioners apprinted by the County Country (Saelloy country deresaid, and the same trace of land conveyed to said S. W. Boyer and Saean A. his wife, by H. E. Wilbern and A. C. Wilborn, executors of the last will addicate the said Jeans Wilborn, dec., by their deed of date the 2th day of November, 1891.

The right of redemption is waived in said trust deed, and the title is the property is believed to good, but I convey only a Trustee.

JOHN C. LANIER, Trustee.

Office 250 Second street,
February 28, 1872. Thursday, 28th day of March, 1872,

217, 219 and 221 Third S

March, 1872.

PUBLICATION.

SOUTHERN FARMER! A MONTHLY AGRICULTURAL JOURNAL,

THE

PUBLISHED IN THE CITY OF MEMPHIS for five years, and edited from the commence-

Dr. M. W. PHILIPS.

who has been known as a worker in the caus ever since 1832, assisted by many able contributors, asks, through its editor, for a lice ral share of patronage, believing he can, supported by friends of the cause, do much

THE FARMER is now stitched in next covers, and will appear in January in an en-

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Natural, Artificial help to the human eye ever known. They are ground under their own supervision. from minute Grystal Pehbles, melted logether, and derive their name. "Diamond," on account of their hardness and brilliancy. The SCIENTIFIC PRINCIPLE on which they are constructed brings the core or center of the lens directly in front of the eye, producing a clear and distinct vision, as in the natural, healthy sight, and preventing all unpleasant semantions, such as glimmering and wavering of sight disminess, etc., peculiar to all others in use. They are mounted in the finest manner, in frames of the best quality, of all materials used for that purpose. Their finish and durability cannot be surpassed.

CAUTION.—None ganuine unless hearing their trans mark stamped on every frame.

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[9-eod-14-18]

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